DETAILS OF THE DREADFUL DISASTER CAUSING LOSS OF MORE THAN A

SCORE OF LIVES.

SECOND SECTION OF EXPRESS TRAIN TELESCOPED THE FIRST SECTION. WHICH WAS DELAYED BY A COAL TRAIN-CONFUSION

OF SIGNALS. Reading, Penn., May 13.-Daylight to-day revealed last night's accident on the Philadelphia and Reading Railway at Exeter as one of the most disastrous in the history of the company. The number of killed is at least twenty-eight. Fast express train No. 12, which ordinarily runs

through from Reading to Pottstown without stop, was held up at Exeter by a coal train which was While standing using the crossover switch there. there awaiting orders, a special through train, running from Harrisburg to Philadelphia on account of Hartranft Day, and filled with excursionists, came along and crashed into the rear cars of No. 12, wrecking two day coaches and a Puliman, and hing the lives out of many of their occupants. The special train was running as a second section No. 12, allowing the latter about a minute's headway, and the engineer, it is presumed, did not see the red light which was displayed at the Exeter station while giving orders to No. 12.

At any rate, the engine came along under full head of steam, and with the terrific momentum of the weight of the heavily laden train behind it crashed into the rear of the waiting train.

The rear day coach, the Pullman coach ahead and the day coach forward of the Pullman were The day coach behind the reduced to splinters. The day coach behind the smoker and the smoker itself escaped comparatively uninjured, and were later brought down the road and run to Philadelphia.

The engine and two cars, with several baggage cars, constituting what was left of No. 12, were brought to this city. On them were a number of slightly injured persons. Some of the dead and wounded were taken to Norristown on a special train sent down from Reading for that purpose.

Excellent service was rendered by the members of Company F. Pennsylvania National Guard, of Norristown, in assisting the nurses sent from the Reading Hospital.

THOSE WHO WERE KILLED.

BEATTY, R. Samuel, Conshohocken. COULSTON Cartain John H., Norristown, CUSTEIL A. ag d nineteen years, of Pottstown had the legs broken and died at 3 o'clock this morn-

EICHOUP. CORE George C. M., Downingtown. FILMAN, J. I.
HAP TORD. C. Norristown.
HOLEES, Norman, Othirteen-year-old boy. TELL C. B. HL. HBERGER, Hare Gulf Mills. SOLWSON, John, Hatborn, KUNTZ, John K., Norriston n. N. Michael, Germantown F. Charles G., Fort Was lington. 18. William, Norristo n.

SE'NGLUFF, John, Narristown SC CALL George W. Norristown, aged sixty years. STIEET, Captain 3. T., No. 153 North Twenty-second-st., Philadelrina. SOWER, Frunk D., Norristown, STAHLER, William, Norristown, TAYLOR, Joseph, Norristown.

OMPSON, Harry, Nerristown. WENTZ, G. Henry, Norristown WHITE, Charles H., Norrhtown, One man unidentified, padly mangled. There were fully fifty persons more or less badly

injured, some of whom are expected to die. The rear car of the first train was occupied principally by people living in Norristown, and this fact ac-counts for the great number from that place included in the list of killed and injured.

The rear coach of the first section, in which most of the killed were riding, was full of passenevery seat being occupied. Some of them heard the loud whistling of the approaching engine of the second section, and there was an attempt on the part of some to escape from the car. is stated that ten minutes after the regular train left the station here the second section or special followed. After the special had gone it was learned that the coal train, which was running ahead to Monocacy, had not yet cleared the main track, and the train dispatcher here decided to send a precautionary order to the express train at Exeter, and the operator at that place was so informed He immediately put up the "order signal," an arm signal with a red light, but it appears that just as the express came along the coal train had station and started to back up to the station. The train was running fast, and the engineer says he stopped as soon as he could. In the mean time, the tower operator just below Reading was directed to display precautionary signals against the second section, but whether they were observed by the engineer is not yet known. At all events, the train proceeded, and when it rounded the curve just north of Exeter station the red signals of the rear car of the regular express loomed up before the engineer. He was making rapid time, probably forty miles an hour. It is evident from the speed that the second train was making that the engineer did not expect to find the first section there, but far below that point.

One of the passengers, in speaking of the cause the first train to back, but it seems to me that, in view of the fact that the crew was aware that they were being followed by another section, it would have been prudent to have the train stand where it had stopped and send a signalman back. and not attempt to back up in the face of another

train with equal right of way." EXPERIENCES OF SENATOR PENROSE.

General E. Burd Grubb, of New-Jersey, ex-United States Minister to Greece, and United States Senator Boles Penrose, of Philadelphia, were among the passengers on the Pullman car on the first train. Both were badly shaken up, but neither sustained any injury. Senator Penrose, when questioned by a reporter regarding the accident,

"I was on the ordinary train, but escaped with no injuries except a severe shaking up. The train is what is known as the 'Cannon Bail' express, and the special extra section of it crashed into the ordinary train. The regular train passed the signal tower all right, but orders were given for it to back toward Exeter, and this was done, and we had only got back a short distance when the sec-ond section crashed into the rear portion of our train. It is said that the second section started within two minutes after our train started. There were a number of soldiers on the train, and I am glad they were, for they rendered invaluable assistance in getting the dead and injured from the

When the crash came I thought we would have en all killed. It was a terrific crash; people were thrown in all directions, and those who were not injured by broken wood were more or less injured by being bumped against the sides of the cars. The forget it."

Harry Orrell, engineer of the second train, who scaped with slight hurts, said he could not account for the accident.

"We left Reading a little late," said he, "and were going at the rate of between thirty-five and forty

"breaks up" COLDS Open Cars.

Open street cars may be all very well on warm days, but in the sharp change to night air and on rainy days they become veritable death traps-responsible for more Colds and Sickness than any other single cause. Your greatest protection is to have a bottle of "77" handy; its

brompt use will "break up" the Cold.

Be sure to ask your druggist for a copy of Dr. Humphreys' Manual of all Diseases and loctor yourself at home, or address

Humphreys' Medicine Co., Cor. William & lohn Bis., New York.

Etten said, left the Grand Central Station at \$:15 o'clock Friday night, and the Southwestern Limited, No. 23, left twenty minutes later. A slight this side of Albany, and the limited passed it and arrived at Utica at 2:30 a.m. Danger signals were set for the express train, which was following, but the engineer ran by them into the sleeping-car of the limited as the train was pulling out of the station. prompt use will "break up" the Cold.

miles an hour, and everything appeared to be all right. Just before reaching Exeter there is a curve. After we had rounded it and had straightened out, I was horrified to see loom up a few hundred yards ahead the first section. I instantly reversed the lever, but before I could stop the engine we went INVESTIGATING THE WHISKEY TRUST. TESTIMONY HEARD BY THE INDUSTRIAL COM-MISSION. into the rear of the train ahead with a crash Washington, May 13.-The Whiskey Trust was engine ploughed through the day coach, which in turn crashed half-way through the Pullman parlor-

car. The impetus of the collision sent the parlor-

did not know where I was for a time, but finally discovered myself imprisoned among twisted from

splintered wood and broken glass. I got out of the

wreck unaided. How I escaped without more seri-

Robert S. Brierly, an appraiser in the employ o

the United States Internal Revenue Department,

was seated in the through car, on the way from Harrisburg to Philadelphia. Mr. Brierly, when seen

at St. Joseph's Hospital this morning, swathed in

"We left Reading in a happy and jovial mood, chatting and laughing. When the train stopped at

Exeter we were somewhat surprised, having ex-

pected that we were on an express. We found out in a moment that we were held up for orders, and

kept on chatting. Suddenly, I cannot tell how,

there was a roaring sound, a shrick as though a

hundred persons in impending danger were shout-

the next instant there was a fearful crash that I

I felt some one carrying me from the car."
"It was an experience that left its mark upon

STATEMENT OF SUPERINTENDENT.

I. A. Sweigard of the Reading Railway gave out a

statement this afternoon in which he places the

number killed in the wreck near Exeter last night

statement Mr. Sweigard says: "The prime cause of

coal train, which was taking the side track at Birds

accident was the pulling out of a drawbar on

boro to allow the first section of the express train

Harrisburg, Penn., May 13.-Linn Hartranft and

were here to attend the unveiling of the equestrian

statue in Capitol Park, were much affected by the

ber of the Montgomery Hose Company, who were a badge that was worn at Hartranfi's inaugura-

tion as Governor. He was one of the wealthiest

Charles C. Leaf, of Port Washington, another vi-

Department here. He was about forty years old,

and was active in Republican politics in Montgom-

ing at the Department stating that the body was

taken out of a window of a wrecked passenger

MANY NORRISTOWN RESIDENTS DEAD.

place are much excited over the killing of thirteen

Railway last night. In consequence the town is

Fifteen or twenty persons are confined to their

homes with serious injuries, and sixteen were taken to the Charity Hospital. Among those killed was

ment, president of the Montgomery National Bank,

prison inspector and a director of the Reading

when the crash occurred she was nuried from her seat. The passenger who sat next to her was killed.

When Major Weaver's relief train left the scene of the wreck this morning, the wreckage was still far from being cleared up. The Pullman car, which was in the centre of the wreck, had not been touched, and in it a number of bodies could still be seen. One of the men in the coach in front of the Pullmar, who escaped comparatively unhurt, said that when he came to his senses after the crash he found himself lying along the embankment just opposite the part of the wreck in which lay the remnants of the Pullman. The mass of broken and cruehed timbers, with portions of human beings everywhere around, in his dazed condition reminded him of a picture he had seen somewhere of Dante's Inferno. When he fully recovered he saw right before him an arm and leg sticking out of what had been the window of the Pullman car. Tainking he might assist the unfortunate individual pinioned beneath, he began to pull, when, to his horrer, the leg came off in his hands.

hands.

John E. Shaner, of Harrisburg, who with C. D. Hubbard, of Harrisburg, was in the smoking-car. escaped practically unhurt. Mr. Shaner said:
"It was the most terrible scene I have ever looked upon. The wreck was indescribable. Human limbs sticking out of windows, with splinters of wood driven through them, and dead bodies piled in and around the wreckage, made a sickening sight. The worst feature was that there was only one doctor on the train. That was Dr. J. K. Weaver, surgeon of the First Brigade. N. G. P., and he did heroic service in relieving, temporarily at least, the sufferings of those who were injured."

FATAL COLLISION AT UTICA.

ONE MAN KILLED AND WAGNER AND EXPRESS

Utica, May 13.-The Special American Express,

this morning about 2:30 o'clock. The Wagner

westbound, crashed into the rear of the Southwest-ern Special in the Central-Hudson pard at this sta-

car Pokanoket, two express cars and the engine of the moving train were telescoped, derailed and smashed. There were three passengers in the Wag-

ner car. Two escaped, but Harry Neat, assistant superintendent of the Wagner company, a resident

of Buffalo, was so badly injured that he died about 8 o'clock. Other injuries were confined to bruises

and shock from the force of the collision. The wreck immediately caught fire, but the Utica Fire

Southwestern Special, the train that

Superintendent Van Etter of the New-York Cen-

tral Railroad said yesterday that the collision was

due to the carelessness of the engineer of one of

the trains, who disregarded orders and signals and

Train No. 31, the American Express, Mr. Van

Etten said, left the Grand Central Station at \$:15

CARS DESTROYED.

Norristown, Penn., May 13 .- The people of this

vell-known citizens in the wreck on the Reading

mourning, and business is practically suspended.

A telegram was received this morn-

citizens of Norristown

coach.

the victims were friends of General Hartranft,

news of the railway accident at Exeter. Many of

at twenty-five and those injured at fifty.

Philadelphia, May 13.-General Superintendent

me," added Mr. Brierly, pointing to his injuries.

ing for their lives. I started to turn around, and

shall never forget, and then I knew no more until

bandages, said:

car haif through the day coach in front of it.

under investigation by the Industrial Commission to-day. Charles C Clarke, a distiller of Peorla. Ill., was the witness. He outlined the history of all combinations of distillers in the United States from 1872 to the organization of the present so called trust. The present organization, he said, is a combination of the American Spirits Manufactur-ing Company and the Standard Distilling and Distributing Company. The two companies co-operate, being controlled practically by the same owners. Before the organization of the Standard Company the combination had not been sufficiently strong to hold up prices, but for the last year and until the close of the present month the made by the Standard Company had had the effect of bringing up prices to a profitable margin. Within the last week or two, however, there had been a

reduction below the cost of production.

Speaking of the organization of the Standard Company, Mr. Clarke said the method of getting rival concerns in was to put a valuation on a distillery, pay the full value in cash and then give the owner the value in preferred stock and again in common stock. The capitalists behind the enterprise also get the full amount of the valuation in preferred stock and one and one-half times this amount in common stock. The witness said he knew this to be the method of dealing with the owners of independent distilleries, for such an offer had come to him direct. As a matter of fact the distillery which he operated was, he said, simply leased, and had been sold out from under him, so that when his lease should expire he would be compelled either to go out of business or build. He thought the present combination controlled about 75 per cent of the output.

Mr. Clarke believed that in the end all trusts would fall of their own weight, and that no legislistion was necessary to control them. Speaking of the possible advantages enjoyed by the combination Mr. Clarke said he could not say that the trust had secured any better railroad rates than he had. "I would not want to say that I had received any railroad rebates," he said.

"Would you want to say that You had not received any" asked Mr. Livingstone.

"That would depend upon what court I was before," was the reply. Company, Mr. Clarke said the method of getting

GLUE INTERESTS TO COMBINE. PRELIMINARY PLANS FOR THE ORGANIZATION EFFECTED.

coal train, which was taking the side track at Eirdsboro to allow the first section of the express train to pass. On account of this drawbar having pulled out considerable time was lost in coupling up the coal train, and it did not clear. Train No 12 (the first section) left Reading three minuses late and ran by the block at Exeter the entire length of the train, but immediately backed the length of the train while the conductor was receiving his orders at the telegraph office.

The block ahead then being clear, the train started, and just as it was going the second section came in collision with the rear of the train.

"The engine of the second section telescoped the Harrisburg coach its entire length and stopped with the front of the engine in the Pullman car. The front end of the Pullman car was also crushed in by the car ahead. The first c2r of the second section was damaged to some extent, as was the car next to it. The engine of the second rection was basily damaged.

Three of those killed and three of the injured were employed in the United States Appraisers Department in this city. The employes killed were Captain George C. M. Eichoitz, Captain C. T. Street and Elmer E. Schelly.

Captain Eicholtz was born in Downingtown about sixty-five years ago. He served throughout the Civil War with the Union Army, and was made a captain for gallantry in action. He was a member of the Grand Army of the Republic, and had always taken an active part in Republic, and had always taken an active part in Republic, and had always taken an active part in Republican politics of the State. He was appointed an examiner in the Appraiser's Department about 1888, and held the position until early in ex-President Ceveland's second administration. He was reappointed soon after the inauguration of President McKinley.

Captain C. T. Street was appointed in the Appraiser's Department early in the present year. He was honored at Harrisburg vesterday, is chief of the Appraiser's Department, and a number of employes attended the unveilin Preliminary plans for the organization of United American Glue Company were perfected yes-terday in the offices of Guggenheimer, Untermyer & Marshall. The new company will have a capital of \$35,000,000, of which \$15,000,000 will be 7 per cent cumulative preferred stock and \$20,000,000 common stock. The corporation will acquire the plants of the Armour Company, of Chicago; the Glue Company, of Boston; the Diamond Glue Company and the United States Glue Company, of Milwaukee; the Delaney Company, of Philadelphia, and the United Tanners' Glue Company, which controls the output of Newark and Eastern tan-

Plans have already been arranged for the erec-Plans have already been arranged for the erection of a glue factory at Newark. The new company, it is said, will control substantially all the glue stock and raw material from which glue is manufactured, and will also own the new glue factory in Milwaukee eracted recently by Milwaukee tanneries. The glue stock of the packing-house of Armour & Co. has been contracted for for fifteen years. The new company will control the long-time contracts with all the great packers of the country.

UNITED STATES FLOUR MILLING CO. SUBSCRIPTIONS FOR THE FIRST MORTGAGE SIX PER CENT GOLD BONDS TO OPEN ON MAY 17.

Subscriptions are invited to \$4,500,000 first mortgage 6 per cent gold bonds of the United States other members of General Hartranft's family, who Flour Milling Company, at 102% and interest, the lists to be opened on May 17 and to close on May 19 or earlier. Subscriptions will be received simultaneously at the offices of the Produce Exchange Trust Company and McIntyre & Wardwell, of came to Harrisburg to honor his memory. Among those was William Stahler, of Norristown, a mem-New-York; the International Trust Company, Boston; Dean & Shibley, of Providence; Midden-dorf, Oliver & Co., of Baltimore; Tracy & Co., of Chicago: the First National Bank and Tracy & Co., of Milwaukee; the Union Trust Company, of Rochester; the Buffalo Loan and Trust Company, of Buffalo: the Trust and Deposit Company, Syracuse, N. Y.: Winslow & Co., of Worcester, Mass.; the Springfield National Bank, of Springfield, Mass.; Francis R. Cooley, of Hartford, Conn.; Kimberly, Root & Day, of New-Haven, Conn., and Williams & Sons, of Richmond, Va. The bonds offered are the balance of an issue of \$7,500,-000, of which \$3,000,000 have been taken by the vendors and at private subscription. The company is incorporated under the laws of New-Jersey, and has acquired the flour mills, elevators, plants, brands, trademarks, etc., of nineteen well-known companies in different parts of the country, such important centres as New-York City, Buffalo, Syracuse, Milwaukee, Superior, Duluth and Minne-apolis. The aggregate capacity of the flour mills storage and elevator capacity is 2,272,000 bushels. their trademarks being protected in foreign counprison inspector and a director of the Reading Railway.

Others killed were either prominent in business circles or retired merchants. Among those injured were Constable Amandus Garges, John M. Engle, aged sixty, Supervisor of Upper Merlon Township; Charles H. White, aged fitty-two, Norristown; Albert Harkness, aged forty-two, Oakland, Philadelphia, employed in the custom house; Francis Taggart, aged fifty-nine, West Chester, employed in the Appraisers' Department, Philadelphia, and Captain G. C. Eicholtz, Downingtown, a member of the 53d Pennsylvania Volunteers. Charles H. White and Captain Eicholtz died this morning shortly after being admitted to the hospital. Three others are not expected to live.

Pottstown, Penn., May 13.—Mrs. G. Warren Bradford, of this town, was on the wrecked train and had a narrow escape from instant death. She was riding in the car just shead of the Pullman, and when the crash occurred she was hurled from her seat. The passenger who sat next to her was killed.

When Major Weaver's relief train left the scene. tries as well as in the United States. The value praised as follows: Real estate of nineteen mills. with machinery, water-power and elevators, \$10 500,000; personal property, brands, trademarks and goodwill, \$4,250,000; cash working capital, \$1,250,000; total, \$16,000,000. The offset against this consists of: First mortgage 6 per cent gold bonds, \$7,500,900; cumulative 6 per cent preferred stock, \$5,000,000; common stock, \$3,500,000; total, \$16,000,000. Securities

common stock. \$3,500,000; total, \$16,000,000. Securities are reserved in the treasury of the company to provide for the acquisition of additional securities and property and to increase the working capital, if deemed necessary. An increase in productive capacity, combined with economies in operation, is expected from the consolidation of the plants.

Yalden, Walker & Co., accountants, who have examined the various companies to be absorbed, submit a statement of earnings of the various properties comprising the United States Flour Milling Company, showing an aggregate average net earnings of \$22,878; add one-half the estimated annual savings on the consolidation, \$250,000; total, \$1,172,673. Deduct: Interest on \$7,500,000 bonds, \$450,000; for reered dividends on \$5,000,000 preferred stock, \$500,600; 7 per cent dividends on \$5,000,000 preferred stock, \$500,600; total, \$935,000, leaving a net surplus of \$171,573.

The officers of the company are: President

245.000; total, \$95,000, leaving a net surplus of \$171.\$73.

The officers of the company are: President, George Urban in: vice-president, Jacob Amoa; treasurer, Thomas A. McIntyre; secretary and assistant treasurer, Joseph A. Know. The directors include William A. Nash, president of the Corn Exchange Bank. Turner A. Beall, president of the Produce Exchange Trust Company; Eugene Jones, president of the Hecker-Jones-Jeweil Milling Company; Clinton Morrison, president of the Minne-apoils Flour Manufacturing Company William Dick, a director of the American Sugar Refining Company; Samuel Taylor, ir. of McIntyre & Wardwell; Frederick J. Middlebrook, of Bowers & Sands; C. Gerhard Moller, vice-president of the Hecker-Jones-Jewell Milling Company; Thomas A. McIntyre, of McIntyre & Wardwell; George Urban, Ir., president of the Urban Milling Company and president of the Buffalo Loan & Trust Company, Jacob Amos, of the Empire State Mills, of Syracuse, N. Y.; Joseph V. Clark, of the New-Jersey City, and Charles M. Warner, president of the United States Sugar Refning Company of Syracuse, N. Y. The trustee of the company of Syracuse, N. Y. The trustee of the company of Syracuse; a sent the Produce Exchange Trust Company of New-York; counsel, Bowers & Sands, of New-York.

CHAIN COMBINATION UNDER WAY

Plans for the consolidation of the manufacturers er cent of the machine-made chain in United States are said to be under way. Articles of incorporation of the new company, which will be known as the Standard Chain Company, will, it be known as the Standard Chain Company, will, it was said yesterday, be filed next week. The company will have a capital of about \$6,000,000, half preferred stock and half common. Among the concerns to be included in the consolidated company are William Woodhouse, Trenton, N. J. J. C. Schmidt, York, Penn.; Bower & Mallory, Carlisle, Penn; Jones & Laughlin, Plitsburg; Hayden Saddlery Hardware Company, Columbus Ohio, Franz Krein Manufacturing Company, St. Mary's; Fails City Chain Company, Jeffersonvine, Ind., and the Mixdorff-Krein Company, of St. Louis.

Trenton, N. J., May 13.-The Electric Vehicle The Southwestern Special, the train that was struck, is scheduled to run behind the other train. The towerman in the block signal station says the block was properly set. The engineer and fireman gay that the signals were not against them. The damage is large, as the cars and engine were demolished, and the contents of the two express cars were destroyed. Fortunately there were no messengers in the express cars at the time of the accident.

Mr. Neat had been here to visit his niece, Miss Ahl. a member of the Andrew Mack company, which played here last evening. Company, one of the concerns recently formed by the Widener-Elkins-Whitney syndicate, to-day filed papers with the Secretary of State increasing its capital stock from \$10,000,000 to \$12,000,000.

BAY STATE GAS LITIGATION.

SUIT TO FORCE H. M. WHITNEY AND ASSOCIATES

Boston, May 13 .- A bill of complaint was filed in the United States Circuit Court here to-day by Carmon R. Hetfield, as a stockholder and income bondholder of the Bay State Gas Company, of Delaware, co behalf of himself and all other stock-holders and income bondholders of the Bay State Gas Company, in a suit brought to force H. M. Whitney and his associates out of the directorate of the Bay State Gas Company of Massachusetts, the Boston Gas Light Company, the South Boston Gas Light Company and the Dorchester Gas Light Com-pany, and to secure the cancellation of the much-diacussed contracts of the Massachusetts Pipe Line Company and the Brookline Company with the four

INDUSTRIAL COMBINATIONS | PRESIDENT AT NATURAL BRIDGE. AN ENJOYABLE OUTING TAKEN BY MR.

AND MRS. M'KINLEY. Hot Springs, Va., May 12.-The President and Mrs. McKinley with a few friends visited Natural Bridge to-day. They left the Homestead after an early breakfast, and at \$:15 o'clock started on their trip over the Chesapeake and Ohlo Railroad in a special train which brought the party to HotSprings. The run was through a mountainous and wild coun-Knowledge of the President's intended journey had evidently preceded him, for at each station a group of men and women tried to catch a glimpse of the Executive and his wife. Only one stop was made, and that to change engines, at Clifton Forge. There, A. J. Duncan, a nephew of Mr. McKinley, joined the party. No effort was made for fast

run would be more acceptable and comfortable. Natural Bridge was reached about noon. Here a large number of nondescript conveyances, from a four-in-hand 'bus to a single saddle-horse, were gathered about the platform. The President was the first to alight, bowing to the people who had assembled. Rain had fallen heavily in the night, only stopping soon before the train arrived. The clouds broke, leaving a clear atmosphere, which permitted the enjoyment of the view offered by the mountain ranges and valleys. The road, however, was badly washed and deep in mud, so that it was feared the rough ride would not be beneficial to Mrs. McKinley, who remained in the car with Dr.

time, an intimation having been given that an easy

and Mrs. Rixey for company.

All along the three-mile drive to the bridge were negro cabins, and at each stood a group of men and women and a band of children, who waved hats and handkerchiefs as the carriages presed. At a crossroad were a number of old-time Southern negroes, and as the President passed the old 'uncles" bowed their bare heads, and Mr. Mc-Kinley raised his hat.

After entering the grounds of the Natural Bridge property, the descent by a path is steep and jagged to the level of the stream which flows beneath the arch. President McKinley took the lead, and proceeded so briskly over the stones and slippery places that he was soon far in advance of the remainder of the party. Directly beneath the road of rock were assembled about fifty young women, pupils at the Hollins Seminary, near Roanoke, Va., who were there on an excursion. The President stopped for a few moments as he reached them. and they were introduced and shook his hand.

A curious freak of nature directly in the centre of the dome was called to the President's attention. This is a distinct impression of an eagle, with outstretched wings, made by moss and rock stained by the action of water.

stretched wings, made by moss and rock stained by the action of water.

Mr. McKinley was greatly impressed by the scenery, and so expressed himself several times. The ascent to the level of the roadway was hard work, but it did not appear to affect the President, except that he became somewhat heated. After an inspection of the cottage first owned by Thomas Jefferson, which stands at the end of the bridge, and a look down the ravine from the top of the bridge, the party drove back to the train. As the Fresident's carriage was driven away the semi-sney girls gave several hearty college cheers. Mrs. McKinley was watching at a car-window and waved her hand to the President as he came up.

The start for Hot Springs was made at 2:15, and luncheon was served on the train. Hot Springs was reached at 6 p. m. Those in the party were the President and Mrs. McKinley, Secretary and Mrs. Gage. Mr. and Mrs. P. B. Shumway and William G. Hoag, of Chicago: Mr. and Mrs. J. G. Schmidlapp and Edward Colston, of Cincinnati: Fred Sierry. Assistant Secretary Cortelyou, Mr. Barnes and A. J. Duncan, of Clifton Forge.

MR. STEVENS'S NEW YACHT LAUNCHED. Chester, Penn., May 13 .- The yacht Aileen, built for Richard Stevens, of Hoboken, N. J., was launched from Roach's shipyard this afternoon at The boat is modelled after the yacht Aileen that was sold to the Government in t Spanish-American War, and has a total length 150 feet. 20 feet beam, and is 10 feet deep. She w be driven by triple-expansion engines, and is e pected to make sixteen knots an hour.

PETITIONS IN BANKRUPTCY.

Max Freeman, stage manager and actor, living at No. 351 West Twenty-third-st., has filed a petition in bankruptcy. Mr. Freeman was stage manager for "Mother Goose" at the Fourteenth Street Theatre, which closed down a few nights ago, and tre, which closed down a few nights ago, and whose manager, Junius Howe, filed a petition on Thursday. The only assets of Mr. Freeman are his clothes and \$300 salary due from Messrs. Howe and John Feits, which is put down as of nominal value. His liabilities are \$5,455, due to forty-eight creditors, for loans, salaries, rent, merchandise, costumes and music. Among the creditors are George Latham, \$3,000, loans and clothes, and Francis Wilson, \$350, judgment.

Emil Alter, a clerk, living at No. 207 East Fiftyseventh-st. has filed a petition in bankruptcy, with liabilities \$19,140, and nominal assets, \$741, in old accounts. All the debts were contracted in Newark in 1894, when he was in the jewelry business.

Albert Goldston, salesman, of No. 38 East Sixtyfifth-st., has filed a petition in bankruptcy, with abilities \$12,878, and no assets. He failed in Chicago in 1896.

• LOCAL BUSINESS COMPLICATIONS.

Duke, MacMahon & Co., importers of handkerchiefs, at No. 21 White-st., who are also in busi-ness at Beifast, Ireland, under the style of John H. Duke & Co., made an assignment vesterday to Thomas Young, of No. 15 White-st., without pref-The partners are John Henry Duke, Benjamin MacMahon, his son-in-law, and John C. Chambers, all of whom live at Rutherford, N. J. Mr. Duke did not sign the deed of assignment, but it was signed for him by Mr. MacMahon. Mr. Duke has been in this line of business for about forty years, both in this city and in Belfast. Mr. MacMahon has been a partner for a long time, and Mr. Chambers became a partner on February 15, 1883, at which time they reported a capital of \$50,000. Blumenstiel & Hirsch, their attorneys, said that assignment was caused principally by losses through their goods being detained a long time in the Custom House, their goods depreciating considerably in value on that account, and also by general depreciation in the value of their stock. As soon as an inventory can be made of the assets a meeting of creditors will be called and an offer of compromise made. The liabilities are about \$100,000. The assets are nearly as much, consisting of a large stock of goods in store and in bond, also goods in Belfast, outstanding accounts and some cash. They also said that Mr. Duke has been ill for some time past, and that is the reason he did not personally sign the deed of assignment. forty years, both in this city and in Belfast. Mr

Justice Scott of the Supreme Court has appointed Henry G. Schrenkelsen temporary receiver of the Arion Cabinet Company, manufacturer of musical cabinets, at No. 501 to 507 West Fiftieth-st., with an office at No. 33 Union Square, on the application of Martin F. Schrenkeisen, president, and Joseph Huber, a director, in proceedings for a voluntary Huber, a director, in proceedings for a voluntary dissolution of the company. The company was incorporated on August 18, 1898, with a capital stock of 220,000, of which \$15,000 was issued. Business did not prove profitable, the dull season is at hand, and the application for the receiver was made to preserve the assets until the busy season begins, when much better prices can be realized. The assets are nominally \$12,010, of which \$5,345 is on merchandise which is not marketable now, and the liabilities are \$4,307.

Justice Scott of the Supreme Court has appo Thomas P. Wicken receiver of the Mercantile Ben-efit Association of the City of New-York, whose office was at No. 98 Nazsau-st, with a bond of \$7,000, and granted an order dissolving the corporation. Proceedings for dissolution were begun last fall. It was organized in 1877. The assets are

Justice Scott of the Supreme Court has appointed Arthur A. Swany, of Yonkers, receiver of rents of the property at the northeast corner of One-hundred-and-fourteenth-st. and Lenox-ave., in a suit brought by Andrew Brose against the Metroplitan Building Company, of No. 111 Flithave., and others, to foreclose a mortgage of \$22,500. Prior mortgages on the property aggregate \$190,000. The rent roll is \$1,500 a month. Mr. Swany is treasurer of the defendant company.

Judgment for \$6,300 was entered yesterday against E. R. Ames Hiss, of Croton, N. Y., in favor of the Chatham National Bank. Mr. Hiss was a director of the Smith & Stevens Manufacturing Company, of this c.ty. The bank loaned the company money in 1893 and 1894, and recovered the judgment against him as a director because the company failed to file an annual report in January, 1895.

INCORPORATED AT ALBANY. Albany, May 13 .- These certificates of incorpora

tion were filed to-day with the Secretary of State: Corporation Trust Company, of New-York City; capital, \$1,000. Directors—Richard W. Freedman, George W. Mark and J. Sterling St. John, of New-York City.

The Westchester Chemical Company, of Mount Vernon; capital, \$10,000. Directors-Charles V. Peck, of New-York City; Thomas D. Noble and William M. Peard, of Mount Vernon. The Universal Woodenware Company, of Harris-ville; capital, \$12,000. Directors-W. B. De Billier. John S. Pressenger, of New-York City, and Fred-eric P. Clement, of Rutland, Vt.

Whitestown Waterworks Company, of Whites-boro, Oneida County; capital, \$9,000. Directors-Henry W. Miller, William E. Lewis, Leslie W. Kernan, of Utlea; William G. Stone, James Cor-bett, Charles H. Williamson and Harry S. Pat-ten, of Whitesboro.

HE WAS BENT ON MURDER.

A MANIAC CAPTURED WHEN ON HIS WAY TO KILL JAMES M'CLENAHAN AT HIS HOME IN PORT CHESTER.

George Buxton, who imagines that he is her of royalty and has £1,000,000 to his credit in the Bank of England, is in the hands of the police of Port Chester, waiting to be transported to the insane asylum in Poughkeepsie. The man captured early yesterday morning by Sheriff William V. Molloy of Westchester County and two deputies, while he was on his way to assassinate his employer, James McClenahan, a well-known horseman and president of the Mutual Bank and the David Stevenson Brewing Company. The Sheriff and his deputies had been secreted in the house all night to catch the madman, but could do nothing until daylight. Then they saw him approaching with a double-barrelled shotgun, with which he attempted to defend himself against capture. He was finally approached from the rear and overwhelmed before he could discharge the weapon He fought the deputies desperately, and was so violent that he had to be handcuffed and tied in the wagon which took him to the police station in Port Chester.

The madman is an Englishman, about forty seven years old, and has been employed as a gardener on Mr. McClenahan's estate. On Thursday he became insane and refused to work. He went to the home of Superintendent Martin Lyon, where he had quarters, and put on his best clothes and came downstairs, where he tried to make love to Mr. Lyon's daughter, Miss Anna Lyon, who he thought was Miss McClenahan. He offered Miss Lyon his watch if she would marry him. When Mr. McClenahan came home in evening and heard of the gardener's actions he discharged him and had him sent to the railroad station, where it was expected he would return to New-York. The man returned to Port Chester on Friday night, and meeting the coachman in the barn threatened to kill him. He carried a large package, which he unrolled. In the package was

parchage, which he unrolled. In the package was a double-barrelled shotgun. Running through the barn the frightened coachman aroused the groom, who was asleen in the harness-room. The servants, arming themselves with pitchforks, hurried across the lawn and aroused Mr. Lyon.

Just at that moment Sheriff Molloy and a friend, who were making a call on Mr. McClenahan, drove through the lodge gates, and were appealed to by through the lodge gates, and were appealed to by the frightened servants for protection. The Sheriff telephoned to Port Chester, and Deputies Cook and Bell responded at once. Arming themselves with Bell responded at once. Arming themselves with sevolvers and pitchforks, the posse, led by the Sheriff, made a thorough search of the premises, but Buxton could not be found.

Mr. McClenahan and his wife came home later in the evening, and were so alarmed that a night vigil was kept. About 4 o'clock in the morning the man was seen approaching the house, carrying the gun. His course was toward a veranda which adjoins the sleeping apartments of Mr. and Mrs. McClenahan. One of the coachmen was sent out, and succeeded in getting him in a conversation, and then the deputies stole up behind him and selzed the sun. The maniac fought desperately to retain it, saying that he wanted to kill the entire family, as they had bothered in his love affairs. He was finally overcome, and Deputy Cook put the handeuffs on him, which ended the struggle. Yesterday morning Buxton was examined by Drs. Mead and Stafford, who declared him insane, and Judge W. F. Wakefield committed him to the asylum in Poughkeepsie.

Buxton is a native of Essex, England, and has been here only a short time.

A NEW ORDER INCORPORATED.

IT IS CALLED THE "SETTLERS AND DE-FENDERS OF AMERICA."

There was filed in the office of the Secretary of State and of the Clerk of New-York County, on the 292d anniversary of the landing of the first settlers at Jamestown, yesterday, a certificate of incorporation of a new hereditary-patriotic order, "Settlers and Defenders of America." having the usual objects of such organizations. Its corporators are Walter S. Carter, Robert D. Benedict and William B. Davenport, of Brooklyn; William De Hertburn Washington, Rodney S. Dennis, S. Victor Constant, Robert Endicott, Henry Melville, P. Tecumseh Sherman, Everett V. Abbot and Grenville B. Winthrop, of New-York: Ralph E. Prime, of Yonkers, and Edward F. Dwight, of Irvington-on-Hudson, who, with Charles W. Haskins, John L. Sutherland, Jared W. Bell, sius M. Wicker and Frank H. Partridge, of New-York; Elljah R. Kennedy, Edward H. Frank Squier, Walter L. Wellington and Winthrop M. Tuttle, of Brooklyn: Henry C. Brewster, of Rochester: Harmon Pumpelly Read, of Albany: Hosea M. Knowlton, of New-Bedford, Mass,: William Waldo Hyde, of Hartford, Conn.; Alden Freeman, of East Orange, N. J.: James M. Flower, of Chicago, Ill., and Reginald Henshaw Ward, of London, England, constitute the Board of Man-

London, England, constitute the Board of Managers for the first year.

It differs from existing societies in this, that to be admitted to it a person must not only have descended from one who was a settler in one of the thirteen Colonies in the first generation of its settlement, but he must also be eligible through an ancestor who performed either civil or military Colonial service, as well as from one who performed like service in the Revolutionary War. No claim of eligibility through descent from a settler or from an ancestor who rendered Colonial service will be valid, however, unless the descendants of such ancestors were patriots in the War of the Revolution.

TO SELL GILES BUSHNELL HOMESTEAD,

AN OLD LANDMARK OFFERED THIS WEEK AT

AUCTION. An old landmark is to be sold at auction or Thursday. It is the brick dwelling-house at No. 421 Fourth-ave., which was the home of Giles Bush-The house was built in 1830 by Mr. Bushnell, who had acquired a fortune in the tortoise-shell

business. Giles Bushnell was the lifelong friend of Pete Cooper. At the time that Mr. Bushnell built this house few buildings were to be seen in the neighbor-hood. He intended it for a summer home, his winter home being in lower Broadway. The owner was interested in fruit culture, and had an extensive grape arbor on one side of his house and an apricot orchard on the other. One old quince

an apricot orchard on the other. One old quince tree behind the house is all that now remains of the old merchant's shrubs and trees.

The interior of the house has not been changed since Mr. Bushnell's death, at the age of sixty years, at the heginning of the Civil War.

Mr. Bushnell's unmarried daughter died in the old homestead two years ago. Mr. Bushnell allowed the First Calvary Church to build a chapel on his grounds, and for some time the mainster donned his robes for service in the old mansion, where the vestments and silver plate of the church were also deposited for safekeeping.

Mr. Bushnell was worth about \$250,000 at the time of his death, and had acquired much real estate. The house has been unoccupied the last two years.

FOUNDERS AND PATRIOTS ELECT OFICERS

The annual meeting and election of officers of the General Court of the Order of the Founders and Patriots of America took place in the Governor's Room, at the City Hall, yesterday afternoon. There were present about twenty-five members, representing New-York, Pennsylvania, Connecticut and Delaware.

The election resulted as follows: General Stewart Woodford, of New-York, Governor-General, reelected: Captain Samuel Emlen Meigs, U. S. of Pennsylvania, deputy governor-general; Charles Mather Glazier, of Connecticut, secretary-general; Samuel Victor Constant, of New-York, freasurergeneral; William Raymond Weeks, of New-York. attorney-general, re-elected; William Anderson Mitchell, of New-York, register-general; William R. Eastman, of New-York, historian-general, and the Rev. Daniel Frederick Warren, of New-York, chaplain-general; councillors-general for one year. James Jerome Belden, of New-York; Charles A. Jewell, of Connecticut, and Major Francis Lowell Hills, of

of Connecticut, and Major Francis Lowell Hills, of Delaware. Franklin Whetstone Hopkins, of New-Jersey, was elected a councillor-general to serve three years.

Only those are eligible to membership in the order who are lineally descended in the male line of either parent from an ancestor who settled in any of the original Colonies now included in the United States of America, from the settlement of Jamestown, May 13, 1607, to May 13, 1657, inclusive, and whose intermediate ancestors, at the call of the Colonists, adhered as patriots to the cause of the Revolutiouary War. Russell Sage is a member of the order.

DE WITT C. LAWRENCE'S WILL ADMITTED The will of De Witt C. Lawrence has been adto probate. Yesterday Surrogate Varnum handed down a decision in which he says that while it is undoubtedly true that the testator was insane when he died the evidence adduced at the hearings does not show that Mr. Lawrence did not have

testamentary capacity when the will was executed. Mr. Lawrence was a well-known financier of this city, being a member of the brokerage and banking firm of Lawrence Brothers. He died in the Middletown Insane Asylum, in 1896, and left a will dated May 9, 1887, by the terms of which he gave dated May 9, 1857, by the terms of which he gave the income from \$50,000 to his wife for life, and at her death the principal was to go to her children. Mr. Lawrence's second wife, in whose favor the will was made, was Mrs. Louisa Colton, whom he married in Geneva two months after the execution of the will. One child was born of the marriage, and to it will go the estate, as provided by Mr. Lawrence's will.

As soon as the will had been filed for probate the five daughters of Mr. Lawrence by his first wife entered a contest to the probating of it, alfinancial.

The Financial World.

No contingency which could be classed among

the improbables has been more talked of in Wall Street in the past six months than this: "What would happen to this market if anything occurred to Governor Flower over night?" Over and over again one has heard this questions mooted around the ticker in the commission houses; and the answer was usually a significant. gesture, or frankly that the market would go to the deuce. When the contingency became a sudden reality; when people picked up their morning paper and found that the man around whom the great bull speculation had centered had gone down under the tremendous strain, there was no time or room for indulgence in feelings of sorrow. It was every man for his own house. What everyone who was carrying securities had to ask himself, what every commission broker with an office full of customers had to think of, was: "How do I stand?" Nine tenths of the offices were on the buil side, as must be the case when there is a great bull speculation running. Only lately had there developed enough division of opinion about the future of the market as to make a short interest, and this was limited. It was, in fact, limited in the main to Mr. Keene's following. that gentleman having for some time past counseled that the market was too high, and had outrun conditions. To the extent that there was a short interest, it was a bull factor; as it was certain that every short would be bought in. But the universal question was as to where the market would open? The more experienced in these matters predicted that the opening prices would be the lowest of the day. This was generally the case.

It was impossible that there should not be a flood of stock thrown upon the market at the start. The state of the commission houses made this certain. It was also supposable, indeed certain, that the powerful combination of capitalists centered around Gov. Flower, would have utilized the hours between his death and the opening of the Exchange, to make their preparations for this. What was uncertain was how far their buying would suffice to stay the oncoming flood. What sort of an opening it was may be surmised from the fact that B. R. T. sold almost simultaneously in the wild crowd at 110 and par; Federal Steel at 56 and 50; Peoples' Gas at 112 and 101; Steel Wire at 59 and 56; while numerous other stocks in which there were no such crowds making simultaneous trades, opened five to ten points below Friday's closing prices. In less than ten minutes the rally came. Thereafter till the close, the market heaved and surged, and finally wound up rather steady, with not nearly so much net loss for the day as might have been anticipated. The railroad stocks had comparatively little part in the affair. A list of these, standing alone, would not indicate there had been any serious commotion in the market.

The heaviest buyers of the Flower stocks, Brooklyn Traction being the chief, were the house of Flower & Co. itself and houses most closely connected with it. One of these alone bought 28,000 shares of Brooklyn at the opening. It may be well understood that the big capitalists had prepared themselves. Offers of assistance to Flower & Co. were enormous. The richest men in the country placed their means at its disposal. But as a matter of fact, the house did not need it. In the first place, it has not been carrying nearly as much stock as is commonly supposed; having considerably lightened its holdings of late. Secondly, it has always been the rule with the house to require ample margin, from big and little. It took care of all its customers yesterday. They were all informed before the opening that no matter how the market went no man would be sold out, whatever the state of his account. The house was able to buy as it did yesterday because it had previously distributed such large amounts of the stocks it had held. Where there are any large bunches of these stocks still lodged, they are lodged where they are only a drop in the bucket of their holders' wealth.

The Governor has gone, and with him a great personality from Wall Street. He was one of the most popular leaders we ever had there. He loved to be in a crowd, to have everybody round him feeling happy; and his disposition was such that he could get along with anybo This peculiarly fitted him to be the centre of combinations of strong men, who without this easy going and happy dispositioned personality linking them together, might have found it hard to act unitedly. It is matter of fact that the combinations made in the Flower office in the past two or three years have been the strongest ever made in Wall Street. It was his strongly optimistic temper which carried him, and the men with him, into extremes of speculation which alarmed many people of less sanguine temper. But the Governor could never see anything but the bright side; yet withal he did not lose his shrewdness. He never himself took on a great load of stocks; and he was often supposed to be carrying lines of them which in fact

He has gone-and the question which Wall

he had judiciously parted with.

Street is already asking is, who shall be his successor? Who shall take up the ravelled ends of combinations, carry to completion the unfinished schemes, hold together the various interests? There is a singular unanimity of opinion that Mr. Anthony N. Brady is the man. It is said that the whole scheme of the Brooklyn Traction enterprise is his. Mr. Brady is very unlike the man he is to succeed, if he is to succeed. He is very reticent, shrinks from publicity, does not like to see his name in the papers. He has the quiet manner, the low voice, the unruffled temper, of a once great leader in Wall Street. His business associates say he is "a white man all through." His ability as a projector, as a thinker out of problems, and as a diplomat in the sphere of business, is beyond question. It was he who once astonished his fellow directors in a certain company by getting with the utmost ease an agreement from Mr. Gould which they said was impossible to be had. Mr. Brady is a charming man to meet-charming because he is one of those who can refuse a request more gracefully than many men can grant one. If he has to say no to you, you actually feel sorry for the distress he suffers at being unable to help

you in the matter. No man is necessary, therefore Governor Flower was not necessary to the continuance of a buil market, if general conditions warrant such a market. It is useless, however, to disguise from ourselves that the Governor was the head and front of a speculation which had gone so far as to alarm the more conservative; and the surest proof of it is the shock the market re ceived on his sudden death. He simply worked himself to death in carrying it on. There is no reason to think that precedent will not rule now -the market after its first feverish breaks and rallies will decline. Slowly it may be; but for very many of these stocks the lowest prices of resterday will be reached again, and somethins wow them. Prices will have to get closer to conditions-stocks must sell again more nearly

in accord with the dividends they pay. CUTHBERT MILLS.

leging that when the will was executed their father was of unsound mind and had been unduly in-

MARY POWELL TRIPS TO BEGIN. The magnificent, swift Hudson River steame

The magnificent, swift Hudson River steamer Mary Powell will begin her regular trips for the season of 1899 on Monday, May 22, leaving Despresses-st., North River, at 3:15 p. m., and West Twenty-second-st. at 3:30 p. m. On Saturdays, Despresses-st. 1:45 p. m., and West Twenty-second-st., 2 p. m. Daily landings will be made at Cranstons, West Point, Cornwall, Newburg. New-Hamburg, Milton, Poughkeepsis, Rondout and Kingston. In the last winter the boat was thoroughly reasonated throughout,